as good engineering practice in the case of the specific material used. The hull shall be suitably stiffened to assure adequate strength.

(c) *Weight.* The weight of the rescue boat, fully equipped, shall not exceed 225 pounds.

(d) *Seats.* The rescue boat shall be fitted with three thwarts. The middle thwart shall be arranged as the rowing seat.

(e) *Internal buoyancy.* Buoyant material of suitable unicellular plastic foam shall be installed in the rescue boat. This material shall be protected from mechanical damage. It shall be distributed uniformly in the boat and such that at least one-quarter of the required volume is located at the sides of the boat. The minimum amount of buoyant material, in cubic feet, shall be determined by the following:

$$B = 2 + (W - W \div d) \div 62.4 - c \qquad (1)$$

Where:

B = Volume of buoyant material required in cubic feet.
W = Weight of equipped boat, in pounds.
d = Specific gravity of hull material.
c = Density of buoyant material, in pounds per cubic foot.

§ 160.056–3 Fittings and equipment.

(a) *Fittings.* (1) The rescue boat shall be fitted with one pair of rowlock sockets. Detachable rowlocks shall be permanently attached to the boat by chain or other suitable means.

(2) At least one eyebolt, ring, or other fitting suitable for attaching a painter shall be fitted to the bow and stern.

(b) *Equipment.* (1) The rescue boat shall be provided with one pair of oars of suitable size and material.

(2) A painter shall be attached to the bow and to the stern fittings. Each shall be of suitable material, at least ⅜-inch in diameter, and at least 30 feet long.

§ 160.056–4 Approval tests of prototype rescue boat.

(a) *Drop test.* The rescue boat, fully equipped, shall be dropped, in a free fall, from a ten-foot height into water. No damage which would render the rescue boat unserviceable shall result from this drop.

(b) *Stability and freeboard test.* The rescue boat shall have sufficient stability and freeboard so that the gunwale on the low side shall not be submerged with 350 pounds placed nine inches from the side in way of and about the level of the middle thwart.

(c) *Rescue boarding test.* With one man in the rowing position, a second kneeling on the stern thwart facing aft, and a third man balanced on the transom, the minimum freeboard of the transom shall be five inches. The men should average 165 pounds each. This test simulates the rescue of a person over the transom by a two-man boat crew.

(d) *Rowing test.* Three men, averaging 165 pounds each, shall be seated on the centerline of the boat, one on each thwart. One man, in the rowing position, using ordinary rowing technique, shall demonstrate the satisfactory course keeping and maneuvering characteristics of the boat in the ahead and astern directions.

§ 160.056–6 Name plate.

(a) Each rescue boat shall have permanently fitted at the transom a metal name plate, galvanically compatible with the hull material, and bearing information relating to the testing and approval of the prototype boat. Either raised or indented letters shall be used.

(b) The following information shall appear on the name plate:

RESCUEBOAT

U.S.C.G. Specification 160.056
Prototype approved _____ (Date)
Approved by OCMI _____ (Port)
Date of manufacture _____ (Date)
Manufacturer's serial No. _____
Manufacturer's name and address _____

§ 160.056–7 Procedure for approval.

(a) The manufacturer shall submit a request for approval to the Officer in Charge, Marine Inspection, having jurisdiction of the place of manufacture of the rescue boat.

(b) Formal plans will not be required. However, a combined general arrangement and construction plan is required, which includes principal dimensions, and descriptive data of hull material, buoyant material, and equipment.